

CalAERO

DIVISION OF AERONAUTICS

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Summer 2014

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AVIATION SAFETY DURING 2014 WILDFIRES

Because of California's ongoing drought and expected record dry conditions this year, there is a high potential for a greater number of wildfires, such as those already seen in San Diego County in May of this year. In addition to the potential dangers to the flying public from the fires alone, these fire areas typically result in intensive fire-fighting aircraft activity and include the establishment of Temporary Flight Restrictions (TFRs).

The "postcard" below, developed by the federal Bureau of Land Management's Fire and Aviation Directorate, provides some good information about the risks involved and precautions needed for flight near wildfires. In addition to checking for TFRs near their route of flight, pilots should be aware that, during fire events, the operational tempo increases greatly at airports with established fire-fighting "attack" bases, as well as at airports located near a fire that become hubs for fire-fighting aircraft, both helicopters and fixed wing.

FLY CLEAR OF WILDFIRES

For your safety and the safety of our aerial firefighters.



Do not risk a midair.
Do not risk a violation.
Do not approach to investigate.

Please...

Stay at least five nautical miles
from the smoke.

Report suspicious smoke to the
nearest flight service station.

Check NOTAM's prior to
every flight!

- 1-800-WX BRIEF
- 1-800-992-7433

Restriction size may vary with
every incident.

Even a single small smoke
could already have firefighting
aircraft on scene.

Use the National Interagency
Airspace Information System at
<http://airspace.nifc.gov> to view.

- Complete Graphical TFRs
- Fires, Nuclear Facilities,
Stadiums, Laser
- Current FAA Charts
- Letter-size TFR Charts



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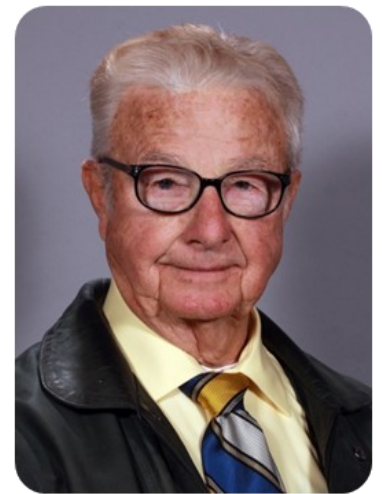


TRIM TABS

By Colette Armao



This month, we target the amazingly diverse aviation career of an individual who was able to weave the great loves of his life: aviation education, government service, and his family into an extraordinary life time adventure. He and his wife crisscrossed the country following opportunities as they came, raising five children along the way. He's been a military entertainer, flight instructor, artist, State Division of Aeronautics Chief, airport manager, musician, air show narrator, and received State and federal appointments under Governor, and later, President Reagan. He helped found a four-year private liberal arts college that included an aviation degree program as one of its majors, created both state and national aviation education programs, held positions as a university chancellor and college professor, Civil Air Patrol Wing Commander in Vermont, and in retirement, continues to promote aviation and passing on his love of it to future generations of aviation professionals. He'll tell you that he's had a "Bit O' the Irish Luck" and is quick to impart an Irish Blessing to everyone he meets. This month, we feature none other than William, "Billy," or Bill Shea.



Born in White Plains, New York and raised in Lawrence, Massachusetts, Bill's first encounter with aviation came when he was four years old and saw a hot air balloon flying overhead. The pilot waved to him and called out "Hi." A few minutes later, a red and yellow biplane flew overhead. In awe of what he saw, Bill decided he would learn to fly someday. As a teen, he took whatever part time

jobs he could find to pay for flight lessons. Bill joined the Army Air Corps after graduating from high school with the intention of getting into the cadet flight training program, but he was assigned as a radar controller instead. While waiting to go to radar control school, he visited the base's entertainment service club. A Glenn Miller type dance band in need of a base fiddle player was practicing, and Bill, who could play the instrument, was asked to fill in for the missing musician. Impressing the band leader (and with a stroke o' the Irish Luck), his orders were quickly changed to Entertainment Specialist at Kelly Field (now Lackland Air Force Base). This twist of fate was the first of many to shape his career.

Aviation has taken Bill from the East to West Coasts and back again with intermittent stops in Washington, D.C., North Dakota, Nebraska, and Florida. Bill was Director of Aviation in Portland, Oregon, a job that included the management of the Portland International Airport

during the Mount Saint Helen volcanic eruption where he developed a plan to keep the airport open and ash free.



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Trim Tabs

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Under President Reagan, Bill was appointed to be the Federal Aviation Administration's (FAA) Associate Administrator of Airports where, among many hats, he advocated for the creation of a national aviation system of airports, which was finally accomplished in 2007. One of his most challenging assignments was preparing the FAA's annual budget proposal for the Congressional Budget Appropriations Hearings in the United States Senate and House of Representatives. Of course, travel was one of Bill's favorite parts of this job, as well as promoting aviation across the nation and internationally. In 1983, he was honored with the United States Department of Transportation Secretary's Award for Meritorious Achievement and in 1985 received the FAA Superior Achievement Award.

After leaving the FAA, Bill stepped into the role of aviation educator when he became the Chair of the Department of Aviation at the University of North Dakota (UND). This university has one of the most prestigious aviation schools in the world. According to the University's web page, "A degree from UND will prepare you for your career and your life." As Chair, Bill was responsible for the education of over 1,000 students. He loved interacting with them, expanding the program, and encouraging them to pursue their dreams of flying. They took him up on that, logging over 50,000 hours annually in the flight training program. From there, Bill went on to the University of Nebraska, Omaha (UNO) to create an aviation program for that university. This program was named the UNO Aviation Institute, and Bill had the freedom to create the curriculum of his dreams. He maintains close relationships with both universities to this day, returning to give speeches and encourage the current crop of future aviation professionals in their pursuits.

Bill has logged over 8,600 hours of flying time and owned several aircraft including a Piper Cherokee 140, Piper Clipper, Globe Swift, 1946 Stinson, Cessna 170, Luxcombe Sivaire, and Mooney Mite. He was as likely to commute to a job or important meeting in his airplane as he was to drive there.

Bill shared that his most fun flying job was traveling around the country narrating a Snoopy and the Red Barron aerial demonstration show. It enacted air battles between the Red Barron and British Flying Aces, flying replicas of the German Fokker Tri Wing and British Sopwith Camel. It was a popular show with children and gave Bill time to spend talking with them about possible careers in aviation, no doubt inspiring future aviators.

In closing the interview, Bill commented others can experience the joys of an endless job opportunities for anyone. His vision of the future includes common as commercial air travel. He aviation has rubbed off on his students, passion in others as they reach for their



on his fondest wish for aviation—that aviation career like he has. He sees willing to do the work and think big. hypersonic flight and space flight as hopes that his passion and love of and that in turn, they will ignite that stars.

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INFORMATION ON NEW AND UPDATED CALIFORNIA AIRPORTS AND HELIPORTS

SCRIPPS MEMORIAL HOSPITAL ENCINITAS HELIPORT - Scripps Health was issued a State Heliport Permit for a new Hospital Heliport at Scripps Memorial Hospital Encinitas on April 9, 2014. The design helicopter for this heliport is a Sikorsky S-76. The facility was designed for a helicopter with a rotor diameter of 44 feet, overall length of 52.5 feet, and maximum gross takeoff weight of 12,000 pounds, and the heliport is lighted for night operations. For more information on this facility, see the Hospital Heliport Dataplate on the Division of Aeronautics website.



SUTTER MEDICAL CENTER SACRAMENTO HELIPORT - Sutter Health was issued a State Heliport Permit for a new Hospital Heliport at Sutter Medical Center Sacramento effective June 12, 2014. The design helicopter for this heliport is a Sikorsky S-76. The facility was designed for a helicopter with a rotor diameter of 44 feet, overall length of 52.5 feet, and maximum gross takeoff weight of 12,000 pounds, and is lighted for night operations. Although the heliport is complete, construction of the medical center is still underway with the opening scheduled for Fall 2014. For more information on this facility (after it opens), see the Hospital Heliport Dataplate on the Division of Aeronautics website.



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New and Updated California Airports and Heliports

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SUTTER MEDICAL CENTER SANTA ROSA HELIPORT - Sutter Health was issued a State Heliport Permit for a new Hospital Heliport at Sutter Medical Center Santa Rosa on June 3, 2014. The design helicopter for this heliport is a Bell 222. The facility was designed for a helicopter with a rotor diameter of 42 feet, overall length of 50.2 feet, and maximum gross takeoff weight of 10,000 pounds and the heliport is lighted for night operations. Although the heliport is complete, construction of the medical center is still underway with the opening scheduled for October 2014. For more information on this facility (after it opens), see the Hospital Heliport Dataplate on the Division of Aeronautics website.



2015 CAPITAL IMPROVEMENT PLAN

By Patrick Kyo

The 2013 Capital Improvement Plan (CIP) will expire soon and be replaced by the 2015 CIP. This planning document, encompassing capital improvement projects and other needs for public-use airports statewide, is updated every two years, according to the California Public Utility Code.

Airport sponsors are strongly encouraged to participate in updating the CIP, not only to qualify for Airport Improvement Program State matching grants and Acquisition and Development grants, but this participation also reflects the overall health and needs for improvement in California's General Aviation system of airports for the next ten years.

Aviation is part of California's passenger transportation and goods movement system. From commercial to general aviation, airports are used for transportation, recreation, movement of freight, as well as emergency services including medical transport and assistance in natural disasters. Therefore, improvement to existing facilities is vital to maintain the capacity of our State aviation system. According to the 2013 CIP (Fiscal Years 2014–2023), there are 1,986 airport development and Airport Land Use Compatibility Plan projects desired by airport sponsors, with a fiscally unconstrained cost estimate of \$2.9 billion needed to maintain or improve the capacity.

The California Department of Transportation, Division of Aeronautics, will begin sending out requests to airport sponsors for the 2015 CIP update late in 2014. If you have any questions about the 2015 CIP, please contact us before or during the process via:

Parvin Bijani: (916) 657-0543 or by email at parvin.bijani@dot.ca.gov
 Danny Uppal: (916) 654-4232 or by email at danny.uppal@dot.ca.gov
 Patrick Kyo: (916) 654-5082 or by email at patrick.kyo@dot.ca.gov



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FORT BIDWELL AIRPORT

By Parvin Bijani

Fort Bidwell Airport is a county-owned public-use General Aviation airport located one mile north of Fort Bidwell in Modoc County (County), California on ten acres of land, at an elevation of 4,602 feet above Mean Sea Level. This airstrip is situated very close to the Oregon and Nevada borders and serves as a valuable resource to local ranchers and government agencies accessing the northeastern corner of the State. It also serves as an option for anyone experiencing emergency difficulties since the next closest runway is approximately 50 miles away.



Fort Bidwell Airport

The airport has a single runway. Runway 3/16 is 3,440 feet long and 60 feet wide. In April this year, the County completed a project consisting of grading and rolling the gravel runway, constructing 4-foot high partial fencing with a 24-foot long metal gate, and installing a new aircraft tie down. The purpose of this project was to improve drainage and remove the presence of large rocks up to four inches in diameter on the runway. Since the

airport is managed by the County Road Department, a newly instituted program of semiannual inspections by the County's staff will monitor the runway for large rocks or other materials that could cause hazardous landings. This area is marked by a very short construction season, and weather was a controlling factor. A State Acquisition and Development grant of \$29,000 was used to complete the project.



Before Construction



During Construction



After Construction

According to Modoc County's Deputy Road Commissioner, "The runway grading project that was just completed was necessary, as the existing runway had become rough and was proving difficult for landings. The State grant for this airport provided the funds that would allow us to bring in a contractor and complete the necessary repairs and improvements. The contractor utilized a laser controlled grader that was able to establish grade and maintain the proper crown on the runway surface. These activities may not have occurred, or would have occurred only on a limited basis, if it hadn't been for the State grant."

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State Budget May Shift Funds to Expedite Delivery of Airport Safety Projects By Kevin Ryan

It is a widely known fact in the world of aviation and airport management that State and federal airport improvement funds for capital improvement projects are increasingly in short supply. This may be cause for airport managers to defer projects to some future year, which can exacerbate the issue by increasing the ultimate project delivery cost. Particularly during economic downturns, understanding the increasing funding gap and searching for creative alternatives to better meet project delivery is a national concern.

Recently, the General Accounting Office (GAO) released a report to Congress titled [*Airport Funding: Aviation Industry Changes Affect Airport Development Costs and Funding*](#). It highlights the funding status of the nation's Capital Investment Plan for airports. The GAO report states there is a considerable funding shortfall between the estimated cost of capital improvement needs and the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) funding authority. Rather than the estimated \$8.5 billion per year in airport development needs identified in the 2013 National Plan of Integrated Airport Systems, the FAA's 2015 Budget Estimate shows Grants-in-Aid for Airports as \$3.2 billion for FY 2013, \$3.2 billion for FY 2014, and \$2.7 billion for FY 2015.



State Dollars at Work



Completed Project

Likewise, the California Aviation System Plan published in 2013 estimates Capital Improvement Plan costs at \$2.9 billion over the next ten years. However, the California Aid to Airports Program (CAAP) provides less than \$3.0 million per year for airport capital improvement projects. In fact, the California State Controller's Office annual revenue transfers of General Aviation fuel excise taxes have declined due in part to increased fuel costs and the lagging economy. The number of State grants funded from the CAAP will be limited unless this trend is reversed or an additional revenue source is dedicated. Some requests for airport grants may be deferred until funding is available.

The Governor's Budget may provide a partial remedy at least for the next fiscal year. The Governor's signing of the 2014–15 Budget includes changes to the Public Utilities Code, section 21602, and the Revenue and Taxation Code, section 8352.6, to authorize the transfer of funds from the Local Airport Loan Account (LALA). The transfer will help fund CAAP eligible airport improvement projects for airports eligible to

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State Budget May Shift Funds

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receive State AIP Matching Grants and Acquisition & Development (A&D) Grants. The first transfer of \$4 million will fund many deferred projects over the next three years, as will future LALA transfers to the Aeronautics Account. A balance of not less than \$5 million would be continually maintained in the LALA. This action has received broad support within the California airport community and from local governments that own and operate most public-use airports.

To learn more about the State airport improvement grant eligibility and application procedures, we recommend [State Dollars for Your Airport](#). And, we invite you to visit our website to access the current status of the Grants & Loans Program.

The GAO Airport Funding Report (June 2014) is available at <http://www.gao.gov/products/GAO-14-658T>

**Shelter Cove Runway Improvements****Upcoming Events****SWAAAE Summer Conference****Long Beach****July 20–23, 2014****ACA Conference****South Lake Tahoe****September 10–12, 2014****Mailing Address:**

Department of Transportation
Division of Aeronautics, MS 40
P.O. Box 942874
Sacramento, CA 94274-0001

Do you have something noteworthy to suggest for
future issues of the CalAERO Newsletter?
Send suggestions to: diana.owen@dot.ca.gov
Phone: (916) 654-4848